Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (currently amended): A driver's cab supporting structure for a commercial vehicle, ~~in particular for a heavy commercial vehicle,~~ said structure comprising:

a stiff safety cell ~~(4) being~~ arranged in a driver's cab [[(1)]] area, with a front region, [[(2)]] and a rear side [[(3)]] facing a loading region; [[(38),]]

a seating region ~~(13) being~~ surrounded by [[a]] the stiff safety cell, [[(4)]] to which a deformation region ~~(5, 17)~~ for absorbing deformation energy is connected between seating region [[(13)]] and loading region [[(38)]]; wherein,

~~characterized~~

~~in that~~ the safety cell ~~(4) is of cage-like~~ has a cage design; and

a part of a longitudinal member [[(30)]]which is behind the seating region [[(13)]] is designed as a deformation region [[(17)]].

Claim 2 (currently amended): The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein the safety cell [[(4)]] is ~~arranged displaceably with respect~~ displaceable relative to a vehicle frame [[(43)]].

Claim 3 (currently amended): The driver's cab supporting structure as claimed in claim 1 [[or 2]], wherein ~~characterized in that~~ the deformation region ~~(5, 17)~~ comprises part of the driver's cab [[(1)]].

Claim 4 (currently amended): The driver's cab supporting structure as claimed in claim 3, ~~characterized in that~~ wherein the driver's cab ~~(1) is designed as~~ comprises a deformation region [[(5)]] in a living or sleeping region arranged behind the seating region [[(13)]].

Claim 5 (currently amended): The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein the deformation region [[(17)]] is arranged between the seating region [[(13)]] and a support [[(42)]] against a vehicle frame [[(43)]].

Claim 6 (currently amended): The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein the longitudinal member [[(30)]] has an absorbing region ~~(29) which is mounted~~ upstream of the safety cell [[(4)]].

Claim 7 (currently amended): The driver's cab supporting structure as claimed in ~~either of claims 5 and 6, characterized in that~~ claim 5, wherein the longitudinal member [[(30)]] is [[of]] L-shaped ~~design~~, with a first ~~limb (29)~~ arm of the longitudinal member ~~(30) being placed~~ disposed in front of the safety cell, [[(4)]] and the safety cell ~~(4) being~~ mounted on a second [[limb]] arm.

Claim 8 (currently amended): The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein the safety cell ~~(4) is designed in~~

~~the manner of a cuboid~~ cuboidal, with cuboid edges being formed by roll bars [[(9)]].

Claim 9 (currently amended): The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein the safety cell ~~(4) is formed from a~~ comprises separate driver's ~~cell (10)~~ and a ~~separate~~ passenger's ~~cell (11)~~ cells.

Claim 10 (currently amended): The driver's cab supporting structure as claimed in claim 1, ~~characterized in that~~ wherein an additional deformation region [[(6)]] is mounted upstream of the safety cell [[(4)]].